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- Railway Rates and Governmental Control.* By MARSHALL M. KIRKMAN. Chicago, Rand, McNally & Co., 1892. — 12mo, 354 pp.
- The Railroad Question.* By WILLIAM LARRABEE. Chicago, The Schulte Publishing Co., 1893. — 12mo, 488 pp.
- National Consolidation of the Railways of the United States.* By GEORGE H. LEWIS. New York, Dodd, Mead & Co., 1893. — 12mo, 326 pp.
- Compendium of the Transportation Theories.* By C. C. MCCAIN. Washington, Kensington Publishing Co., 1893. — 295 pp.
- The Union Pacific Railway.* A Study in Railway Politics, History and Economics. By JOHN B. DAVIS. Chicago, Griggs, 1894. — 247 pp.
- National Railways.* An Argument for State Purchase. By JAMES HOLE. London, Cassell, 1893. — 12mo, 385 pp.
- Ueber die Entwicklung der Australischen Eisenbahnpolitik.* Von MORITZ KANDT. Berlin, Mammoth, 1894. — 263 pp.

The recent condition of the railway problem in the United States has been such as to call forth a whole host of works looking at the question from every possible point of view. The well-known railway official, Mr. Marshall M. Kirkman, has written on *Railway Rates and Governmental Control*, professedly from the standpoint not of the railways, but of an observer and student. Though an effort to write in such a spirit was no doubt earnestly made, and though there are many sensible and just pages in the work, especially the criticism of the extreme views of writers like Hudson, it is very much to be feared that the influence of the book on the public will be very slight. Such statements as this, that "no just ground of complaint against the railroad exists or ever has existed" (page 99), are not likely to inspire much confidence in the author's impartiality. Again, the argument against national ownership in the United States is not strengthened by such manifestly erroneous statements as that the Australian government railways are a failure because they are not profitable, and that Prussian state railways are vastly inferior to the American railways. It is well known that the Australian public would not permit the railways to be run at a profit, but have always demanded lower rates instead of higher profits. And a true statement of the Prussian situation would involve a comparison, not of the Prussian railways with American railways, but of Prussian railways under governmental control at present,

with Prussian railways under private control two decades ago. Opponents of governmental ownership in the United States only weaken their case by such arguments as these.

On the other hand Larrabee's *The Railroad Question* is interesting as the work of a man who was largely responsible for the drastic railway legislation in Iowa some time ago. Governor Larrabee does not mince matters in discussing Mr. Kirkman's book and goes so far as to explain its animus by stating that the author is a patentee and inventor of the railroad account-forms extensively used in this country. The book abounds in personalities and invective, which, however entertaining, detract somewhat from its would-be scientific character. If Mr. Kirkman endeavors to whitewash the railroads, Governor Larrabee certainly paints them blacker than they are. Although his historical sketch of railroad transportation which occupies over 100 pages might better have been omitted, the account of the Iowa legislation is full of interest. Governor Larrabee naturally objects to everything that the railway managers desire, including pools. Yet when it comes to positive proposals for reform, the author is not quite so extreme as might have been anticipated. He suggests a national bureau of commerce and transportation, with a director-general of railroads at its head. To this bureau all railroad reports and interstate rates should be submitted for approval or revision. When a railroad manager persistently violates the law, he should be removed, just as derelict officials of a national bank are now removed by the comptroller of the currency. But no final reform can be secured, he believes, until railroad officers are prevented from speculating in railroad stocks and from sharing in the profits of special rates. The author does not tell us how this desirable consummation is to be brought about, although he does suggest the rather quixotic idea of prohibiting the issue of railway bonds.

In his *National Consolidation of the Railways of the United States* Mr. George H. Lewis advances an entirely new scheme to remedy railway abuses. His plan is the formation of a great national corporation, owning and controlling all the railways of the country and governed by an organization representing the state and federal governments as well as the stockholders owning the road. This, he thinks, will obviate the greatest objection to direct governmental ownership and will tend to satisfy the just demands of each party. The plan is rather more novel than practicable.

An attempt simply to spread information on the subject, without advocating any definite tendency or endeavoring to introduce any

new plan, is made in the *Compendium of the Transportation Theories*, published under the direction of C. C. McCain. The volume contains a reprint of thirty-four separate articles, all of recent date, by such authorities as Messrs. Adams, Stickney, Cullom, Dabney, and the various members, both past and present, of the interstate commerce commission. The topics treated are almost all of contemporaneous interest, and the volume will be found a very convenient work of reference on the subject. It is to be followed by another volume on the same general principles.

In *The Union Pacific Railway*, Mr. John P. Davis has given what is really the first comprehensive account of the history and present position of the bond-aided railway problem. The history is based almost entirely on Congressional documents, and is on the whole fairly and truthfully portrayed. A striking chapter is the one on the *Credit Mobilier*, in which Mr. Davis points out that the financial methods of the Union Pacific were neither better nor worse than those of all private railways during the sixties and seventies, and that Mr. Oakes Ames must be judged by the standards of his time. The intricacies of the Thurman Act are made clear, and a faithful account of the facts is presented on which to base a judgment of the pending propositions for compromise. Mr. Davis himself maintains a very conservative attitude.

It is difficult to see the need of the book on *National Railways*, by James Hole. It is largely composed of extracts from other writers, and of facts and theories with which all students have recently become very familiar. An exception may perhaps be made of the chapters dealing with Indian experience. As the title indicates, Mr. Hole is a warm advocate of governmental management, and he recurs to the scheme of Williams and Brandon for the application of the principle of a uniform rate for all distances and commodities. As he does not think this possible under private management, Mr. Hole advocates state purchase. The work bristles with inaccuracies of statement and can make no claim to scientific value. It does not even possess the popular qualities of the work on state purchase published seven or eight years ago by Charles Waring.

A less beaten path is traveled by Dr. Moritz Kandt in his work on *Australian Railway Policy*. The author is evidently a young graduate who has received the impetus to the work from Professor Cohn. He has attempted in this first part to trace the history of the railways and railway policy in Victoria, of which he gives an exceedingly interesting and valuable account. Under Gladstone's influence

Victoria started with private companies. The government at first made land grants, which, however, proved unavailing. Then it attempted the guarantee of dividends. This also turned out to be unsuccessful, and the next step was the construction of new lines by the state. The management of the existing lines was still entrusted to private companies, but the sad experiences with this plan, together with other causes, finally brought about, in 1868, the period of state ownership and management throughout Australia. Dr. Kandt betrays a youthful energy in swelling the bulk of his work, and goes rather far afield occasionally, as in his unnecessary chapters on the early history of Australia and Victoria, and the unduly comprehensive bibliography. But to those who know how to separate the wheat from the chaff the book will be a really valuable acquisition. In the succeeding monograph the author proposes to describe the recent history and present working of the Australian railways.

E. R. A. S.

*Histoire de la Participation de la France à l'Établissement des États-Unis d'Amérique.* Par HENRI DONIOL. Tome cinquième. Paris, 1892. — 4to, 721 pp.

The eight chapters that, together with documents and correspondence, compose this volume, complete the author's monumental work on the French intervention in the affairs of America in support of the independence of the United States. At this stage of the subject we are brought to the consideration of the treaty of peace and of the relation of France to that transaction. It is well known that the instructions of the American commissioners directed them to carry on their negotiations with England in concert and coöperation with the government of France. By the treaty of alliance of 1778 between the United States and France, it was provided that neither party should conclude "either truce or peace with Great Britain without the formal consent of the other first obtained." The American commissioners, however, concluded the preliminary articles of peace (which were afterward turned into a definitive treaty) without consultation with the French government. This proceeding led Vergennes, when he became cognizant of what had taken place, to indulge in strong reproaches. "I am at a loss, sir," he said, in a letter to Franklin,

to explain your conduct and that of your colleagues on this occasion. You have concluded your preliminary articles without any communication